

COPY

Lloyd's Register of Shipping.



No. D-12603

Port SHIMONOSEKI.

20th July, 1962.

This is to Certify that

Y. HAMADA

The undersigned Surveyor to this Society did at the request of Owners, attend on board the M.S. "TAMON MARU" 7714 tons gross of Nishinomiya he lay in dry dock at Shimonoseki for the purpose of ascertaining the nature extent of damage to the stern, stated to have been sustained consequent colliding with the M.V. "BETTY K" while the "TAMON MARU" lay moored at No.1 Municipal Docks, Miami, Florida, on the 3rd July, 1961.

For further particulars see log - books.

The undersigned upon examination.

Found

ard side:

late (L-1) badly set in
en frames.

late(S-1) immediatly above
n at one place.

rame (A) web plate in way,
buckled.

ame (B) in way slightly
d.

Recommended

To be cropped and partly renewed
(12 x 1,100 x 2,200 m.m.) and
the remainder to be faired in place.

To be faired in place.

To be cropped and partly renewed
(12 x 150 x 500 m.m.)

To be faired in place.

To be continued/.....

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-
le the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly
it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances
to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any
he Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its
s or any Member thereof, or the Surveyors, or other Officers or Agents of the Society.

1 KOB

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Lloyd's Register
Foundation

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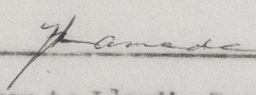
It is also recommended that all removals to effect repairs to be replaced in good order, repairs hose tested and new and disturbed parts to be recoated, on completion of above repairs.

The damages sustained is in the opinion of the undersigned consistent with the cause alleged.

The foregoing recommendations were made with a view to placing the hull in the same condition as existed before the alleged casualty occurred and all repairs have now been completed to my satisfaction.

The repair was carried out in dry dock but it could have been effected afloat.

Submitted without prejudice.


Y. Hamada

Surveyor to Lloyd's Register
of Shipping.



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